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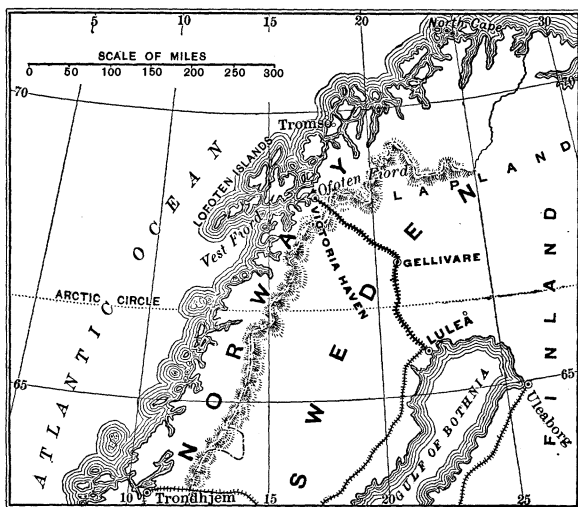
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THE MOST NORTHERN RAILROAD.

This sketch map shows the route of the Ofoten railroad, opened for through traffic in November last between Luleä, on the Gulf of Bothnia, and Victoria Haven, at the head of Ofoten Fiord, on the Atlantic Ocean. The road penetrates about 100 miles north of the Arctic Circle, and is the most northern railroad in the world. Its total length is about 250 miles. The eastern part, between Luleä and the famous iron mines at Gellivare, 44 miles north of the Arctic Circle, has been in operation for over fifteen years. It has now been extended to the Atlantic, to facilitate shipments of iron ore.

Luleä, on a narrow arm of the Baltic, is closed by ice for seven to eight months every year. At Victoria Haven, however, there is not only deep water for the largest vessels, but, like all the Atlantic ports of Norway, it is ice-free the year around, so that ore may be for-



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warded in every month to the blast furnaces of England and Germany.

The mines at Gellivare yielded 800,000 tons of ore in 1899, 1,000,000 tons in 1900, and the quantity is expected to be largely augmented, now that there are better facilities for getting the mineral out of the country. These Swedish ores are regarded as among the best steel ores in the world; but they are difficult to reduce on account of the phosphorus in them, and, as Sweden has no coal with which to smelt them, she sells most of the ore to England and Germany.

Mr. L. de Launay, in his paper on Lapland (*Le Tour du Monde*, 1902, Nos. 45, 46), says that 1,800 miners and their families dwell

around the mines of Gellivare; and that further northwest, at Kirunavaara, on the line of the railroad, is a ridge 700 feet in height and several miles long of solid magnetic iron ore, which is estimated to contain over 200,000,000 tons of ore. It is expected soon to begin the development of this source of wealth.

The cost of building the railroad was borne by Sweden and Norway. The engineering difficulties among the mountains in Norway were considerable. The mountains are crossed through the rugged North Valley, in which twenty tunnels, aggregating over two and a half miles, were excavated and several bridges were built, the largest being 591 feet in length and 120 feet above the valley at its highest point.

An ore dock, nearly 1,000 feet in length, and built after the best modern plans with large storage bins, is now being constructed at Victoria Haven. The road will give easy access to the Norbotten (North Bothnia) district of Sweden, which, besides its deposits of iron ore, has considerable agricultural resources that will be developed with the aid of these new transportation facilities.

GEOGRAPHICAL RECORD.

AMERICA.

PLACE NAMES IN THE UNITED STATES.—Bulletin 197 of the United States Geological Survey is a compilation by Mr. Henry Gannett, giving the origin of about 10,000 place names in the United States. It is filled with interesting information as to the various sources from which we have derived our geographical names. We learn that Book Plateau, in Colorado, was so called on account of its shape; Bombay, in Franklin County, N. Y., was named by Mr. Hogan, an early settler, whose wife had lived in Bombay, India; counties in seven States, besides towns and lakes, were named after Daniel Boone; ten counties and towns were named Bolivar, in honour of the military hero of South America; Block Island, R. I., was named for Adrien Block, the Dutch discoverer; Binghamton, N. Y., was named after William Binghamton, of Philadelphia, a benefactor of the town; Golden Gate, Cal., was named by Col. Fremont before the discovery of gold in that region because of the brilliant effect of the setting sun on the cliffs and hills;